

VTrans2025

Multimodal
Long-Range Transportation Plan

Virginia Transportation Conference

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VTrans2025 is....

- Blueprint (vision, goals, priorities, etc.)
- Objective needs assessment, and
- Process for coordinating modal plans (MINs and Technical Committee)

MECHANISMS

– Policy Committee

- CTB
- Aviation Board
- Port Board
- Secretary

– Technical Committee

- Chair: Sec. Off., Members VDOT, VDRPT, DOAV, VPA, VAPDC, VTRC, UVA, FHWA

Governor's Directive

- ✓ **Create a vision of the transportation system for 2025**
 - Establish broad transportation policy goals
 - Identify system objectives and performance measures
 - Determine transportation needs
 - Establish a prioritization method and criteria

Governor's Directive Cont'd

- Prepare multimodal transportation system priorities for Virginia
- Pursue aggressive public involvement initiatives

Public Involvement

What did we hear?

- Transportation planning and decision-making must be more collaborative and more responsive to varied local and regional needs.
- People are willing to pay more for transportation if investments are better balanced among modes and if revenues raised for transportation are used for transportation.
- Safety, the environment and quality of life will not be traded-off for transportation improvements

Public Involvement

What did we hear?

- Concern over congestion
- Reluctance to impact the environment
- Strong emphasis on non-highway improvements
- Importance of program delivery & economic competitiveness as goals
- Need to better define and balance the state and regional priorities

VTRANS2025 VISION

Virginians envision
a multimodal transportation system
that is safe, strategic and seamless

VTRANS2025 GOALS

- Provide a **safe, secure** and integrated transportation system that reflects different needs of the Commonwealth.
- Through technology and more efficient operations, **preserve** and **manage** the existing transportation system.
- Facilitate the **efficient movement** of people and goods and expand choices and improve interconnectivity of all transportation modes.

VTRANS2025 GOALS

- Improve Virginia's **economic vitality** and provide access to economic opportunities for all Virginians.
- Improve the **quality of life** for Virginians and the coordination of transportation, land use and economic development planning activities.
- Improve **program delivery**.

Creation of Multimodal Investment Networks

- Concept & Process
- Concept
 - 1 mode relies on another (bus/highway)
 - 1 mode intersects with another (airport/road)
 - At planning stage, 1 might substitute for another
 - Inherently multimodal (HOV)

Creation of Multimodal Investment Networks, cont'd

- Process
 - Agency with the need, submits it to technical committee
 - Technical Committee works with PDC & MPO to evaluate and prioritize
 - Projects that are included in MINs receive higher consideration in each modal agency's prioritization system

Prioritization Criteria

- HB 771 requires prioritization of multimodal transportation needs.
- The Auditor of Public Accounts recommended that VDOT establish and implement objective criteria for highway construction project selection and prioritization.
- *VTrans2025* identified goals (e.g., safety and security, system preservation, etc.) and objectives that form the basis for a prioritization system that was developed by the Technical Committee.

Prioritization Criteria, cont'd

- Performance Measures were identified
 - Multimodal
 - Weighted by goals
- MIN components evaluated
 - $+1$ = enhances performance
 - 0 = does not affect performance
 - -1 = diminishes performance

Prioritization Criteria, cont'd

- Performance Objective
 - Improve safety for system users & operators within the system and at mode origins and destinations
- Performance Measure
 - Reduction in crashes and/or incidents

Prioritization Criteria, cont'd

- Performance Objective
 - Increase the security of the transportation system and its users
- Performance Measure
 - Reduction in security breaches or other incidents

Prioritization Criteria, cont'd

- Performance Objective
 - Ensure Seamless connections between modes
- Performance Measure
 - Number of barriers removed; number of links added; increase in number of modal connections, number of bus turnouts, park and ride spaces, bicycle accommodations incidents

Prioritization Criteria, cont'd

- Performance Objective
 - Improve access to major activity centers
- Performance Measure
 - Number of modes serving activity center; frequency of service to activity center

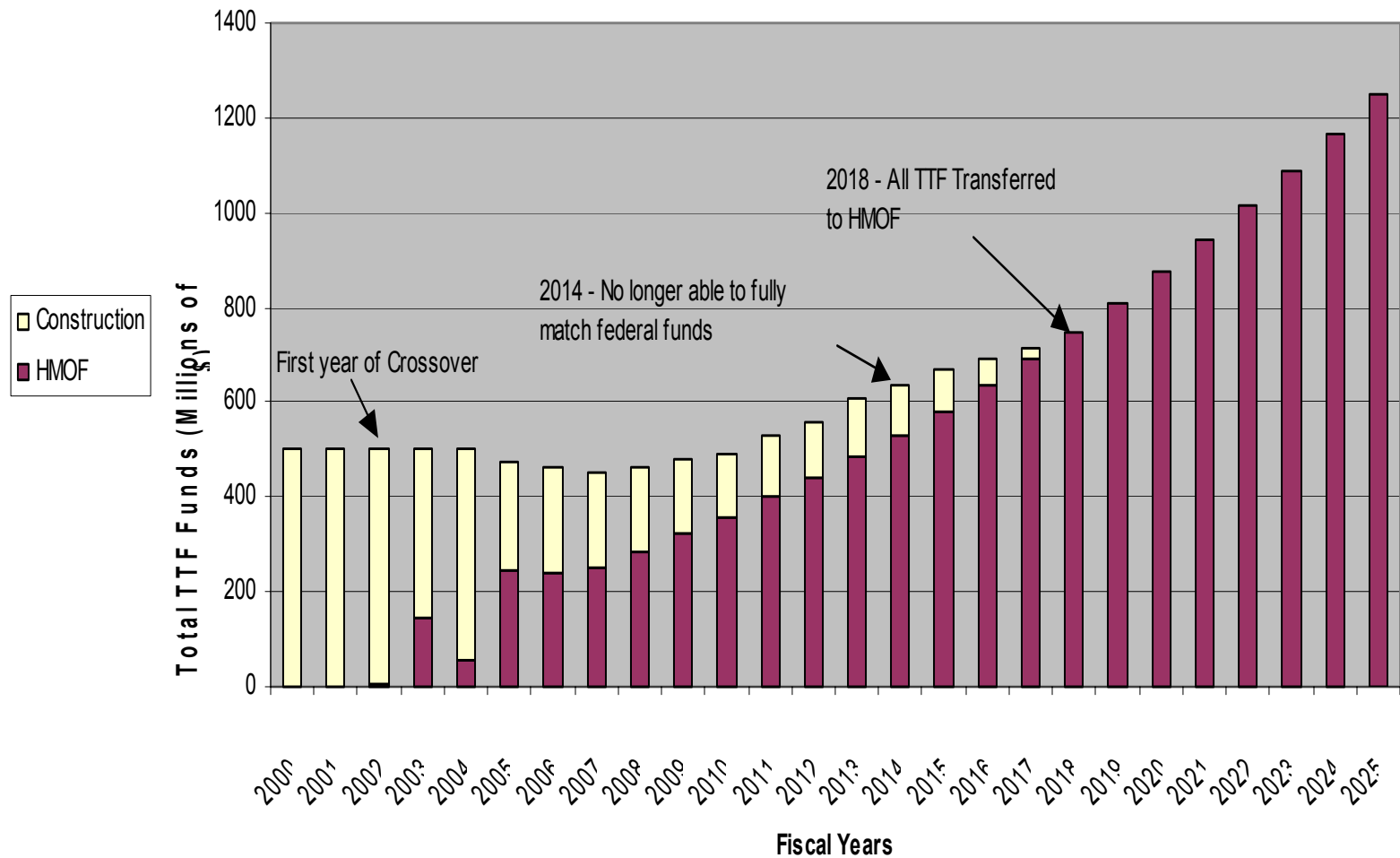
Prioritization Criteria

- Modal agency prioritization systems will be consistent with the goals and objectives identified in *VTrans2025*.
- The prioritized projects will be submitted to the appropriate board (i.e., CTB, VAB, Port Board) for consideration.

Estimate 20 Year Needs & Revenues

- ~\$200 billion in needs
- ~ \$100 B in revenues

Cross-over of TTF Revenues from Construction to the HMOF



FACTS

- Assumes TTF funds are shifted to pay for maintenance – beginning in 2003
- Virginia will not be able to match all federal \$ after 2014, therefore, total pot shrinks
- By 2018, all TTF \$ has been shifted: therefore NO construction
- Beginning in 2018, federal funds increasingly used for maintenance--only 1/3 of primary, secondary and urban roads are eligible for federal funding (20% of secondary & urban)

FACTS,cont'd

- Other modes in similar financial distress
- Transit & Rail:
 - 3 scenarios examined
 - Unmet needs ranging from \$8 billion to to \$30.7 billion

FACTS,cont'd

- Transit & Rail cont'd:
 - If transit coverage is comparable to today's and ridership growth equals population growth; there would be limited expansion and a loss in market share
 - Even this scenario would require increased expenditures than are forecast to be available

FACTS,cont'd

- Aviation:
 - With unmet need of \$3.1 Billion
 - Capital improvement projects identified in the VATSP will not be completed
- Ports:
 - With unmet needs of \$363 Million
 - Projects cannot be completed, eg. Craney Island expansion

Policy Committee Issues

The Policy Committee identified four key areas for discussion and development of policy recommendations:

- Funding
- Setting Priorities
- Land Use and Transportation
- Intermodal Connectivity

Funding

- User fees and taxes must be increased, new sources of funding, such as indexing fuel taxes, tolls and the General fund must be considered.
- As new revenues become available, increase state support for transit. Level the playing field.

Funding

- Find a source of sustainable funding for Rail.
- A mechanism should be considered to prevent funds in TTF and HMOF from being appropriated for non-transportation purposes

Setting Priorities

- Develop objective criteria for all modes
- ‘Multimodal Investment Networks’ (MINs) appear to be a useful concept and the goals provide a framework for planning and prioritizing MIN components

Land Use and Transportation

- Better coordinate by
 - Expanding state capabilities and use of pilot programs to identify impacts
 - Strengthen local and regional planning and enhance role of state as active partner
 - Revise and implement access management policies
- Consider policy changes that would more closely align transportation and land use through greater concentration of decision-making authority in the same level of government with the state playing a coordinating role.

Intermodal Connectivity

- Projects that connect mode receive increased consideration for funding in modal plans
- Whenever there is a major reconstruction, evaluate: transit, pedestrian, bike and rail-friendly design features early in the planning stage
- Va. musts take leadership role for interstate corridors
- Increase investment in advanced technologies and demand management strategies

Implementation Issues

- Continue technical committee
- Develop action plan for implementation